

With all our disasters and troubles of the fortnight past, the actual loss is comparatively small, certainly not serious enough to prove any material injury to the Expedition. The stores on the City of New-York were superabundant, and the vessel herself of no value in the shallow waters where Burnside is to operate. A few horses were lost on the Peabodias, but there will be little chance to use horses or land transportation for some time to come. The floating battery Grapnel was cut adrift off Cape Hatteras. One schooner laden with coal, and one with guns, were sunk. The gunboat Zouave tilted and sunk, but we have plenty more of the same sort left. Taking everything into consideration—the large fleet, the character of the vessels, the large force of men, the strong gales encountered by the way, and the alackable nature of the harbor in which the fleet has been lying, the Government may congratulate itself with the success which has thus far attended Gen. Burnside's Expedition. The public may depend upon it that when the fleet is once safely over the Bulkhead into Pamlico Sound—and this is merely a matter of time—Burnside's blows on the enemy will be quick and sharp, and he will not rest until he has swept every rebel craft from the waters of both sounds, and every battery from the shores that be approaches. I am not at liberty to define the limits of his sphere of operations, but they are wide, and of great strategic importance for flank and rear attacks upon the enemy. There is every present prospect for a series of brilliant successes, and if re-
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